

*Over the 2015–17 biennium, transportation construction projects funded by all transportation fund sources will create or sustain 34,500 jobs as part of a total engineering and construction budget of \$3.6 billion. New funding proposals provide more than 50,000 additional new jobs in the next 12 years. Governor Inslee's budget divides his transportation priorities into three categories, as displayed below.*

### **CAPITAL CONSTRUCTION – FINISH WHAT WE STARTED, RELIEVE CONGESTION AND KEEP OUR ECONOMY GROWING**

#### **SR 520 Bridge replacement and HOV program,**

2015–17 funding: \$448.5 million; total SR 520 Bridge replacement project cost not to exceed \$4.7 billion

Enhances safety by replacing the aging floating bridge and keeps the region's commerce and traveling public moving with vital transit and roadway improvements throughout the corridor. The 12.8-mile highway begins at I-5 in Seattle and extends to state Route 202 in Redmond.

#### **I-5 to Lake Washington connection, 2015–17**

funding: \$68.0 million; total 12-year new funding increase: \$1.4 billion

Funds the final phase of the SR 520 Evergreen Floating Bridge replacement and HOV project. This provides reconstruction of the Montlake and Portage Bay structures and improvements to the SR 520/I-5 interchange.

#### **SR 509 to I-5 to SR 167 – Puget Sound**

**Gateway project,** total SR 509 to I-5 to SR 167 Puget Sound Gateway Project cost estimate: \$1.6 billion

Enhances the state's economic competitiveness, both nationally and globally, by connecting the state's largest ports to key distribution centers in King and Pierce counties and to Eastern Washington. Funding addresses the following two project phases:

##### *State Route 509 – complete corridor*

2015–17 funding: \$10.0 million; total 12-year new funding increase: \$957.0 million

# TRANSPORTATION

Completes a new corridor that provides better access between the Port of Seattle, Sea-Tac Airport and the Kent Valley, including:

- » One lane in each direction between S. 188<sup>th</sup> Street and I-5
- » Second lane in each direction between S. 200<sup>th</sup> Street and I-5
- » Truck climbing lanes as needed where steep grades exist
- » New or improved interchanges at S. 188<sup>th</sup> Street, 28<sup>th</sup>/24<sup>th</sup> Avenues S., I-5, S. 231<sup>st</sup> Street, SR 516

##### *State Route 167 – complete corridor*

2015–17 funding: none; total 12-year new funding increase: \$856.5 million

Completes a new corridor that provides better access between the Port of Tacoma and the Puyallup Valley, including:

- » Two lanes in each direction between SR 509 and Valley Avenue
- » One lane in each direction between Valley Avenue and SR 161
- » New or improved interchanges at I-5, 54<sup>th</sup> Avenue E., Valley Avenue/Freeman Road, SR 161

#### **I-405 corridor program**

The Interstate 405 corridor program is a broad term for more than 150 individual, coordinated projects to relieve congestion and improve mobility for motorists, transit and freight users along the freeway's 30-mile length. Funding addresses the following:

##### *I-405 Renton to Bellevue*

2015–17 funding: \$85.8 million; total 12-year new funding increase: \$1.3 billion

The Renton-to-Bellevue project will reduce congestion and improve safety along one of the state's most-clogged sections of highway. This project will add one lane in each direction between Renton and Bellevue and reconstruct the I-405/SR 167 interchange to allow direct connections of the I-405 HOV/express toll lanes with the SR 167 HOT lanes.

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**I-5 at Joint Base Lewis-McCord**, 2015–17 funding: \$32.8 million; total 12-year new funding increase: \$278.0 million

Makes improvements to several interchanges and adds lanes on I-5 to eliminate bottlenecks and improve safety and mobility through the corridor.

**I-90 Snoqualmie Pass East – phase 2B safety completion**, 2015–17 funding: none; total 12-year new funding increase: \$170.9 million

Widens an additional 2-mile section between mileposts 62–64, including reconstruction of the Stampede Pass and Cabin Creek interchanges to raise clearances.

**Everett/Snohomish freight improvement projects**, 2015–17 funding: \$3.0 million; total 12-year new funding increase: \$81.8 million

Makes improvements to the following facilities: SR 526 Hardeson Road interchange in Everett; I-5 Marine View Drive to SR 528; 41<sup>st</sup> Street/Rucker Avenue freight corridor in Everett; and the 41<sup>st</sup> Street to W. Marine View Drive freight corridor.

**US 395 North Spokane corridor – Francis Avenue to Trent Avenue**, 2015–17 funding: none; total 12-year new funding increase: \$432.1 million

Completes the BNSF rail realignment and the Wellesley Avenue interchange, and extends the new corridor farther south from Francis Avenue to Trent Avenue.

**Ferry preservation**, 2015–17 funding: \$379.9 million; total 12-year new funding increase: \$600.0 million

Increases ferry preservation base funding to address vessel and terminal preservation throughout the system. Three of the larger projects to be completed are:

*Washington State Ferries Olympic class vessel*  
2015–17 funding: \$86.0 million; total 12-year new funding increase: \$128.0 million

Washington State Ferries will take delivery of a fourth Olympic class vessel, expected to be delivered by the end of the 2017–19 biennium.

*Replace seismically vulnerable ferry terminal buildings at Coleman Dock and Mukilteo*  
2015–17 funding: \$81.6 million; total project cost: \$412.9 million

Replaces ferry terminal facilities and related structures at Coleman Dock and Mukilteo, which will be constructed to meet current seismic bridge and building code requirements. The reconfigured facility will enhance public safety, preserve the level of vehicle holding, incorporate better transit connectivity and provide greater efficiency for ferry operations.

## **CLEAN AND GREEN – PROTECTING OUR ENVIRONMENT, ADDRESSING CLIMATE CHANGE**

**Expanding transit services** (*Transit operations, transit projects, regional mobility, special needs transit, Commute Trip Reduction*), 2015–17 funding: \$74.5 million; total 12-year new funding increase: \$894.0 million

Provide funds to transit agencies for more services to relieve route congestion, provide operational support, construct regional transit projects and help people with special needs have access to public transportation.

**Providing Washington communities safe places to bike and walk** (*Safe Routes to School, bike/pedestrian, Complete Streets*), 2015–17 funding: \$65.4 million; total 12-year new funding increase: \$347.0 million

Provide ways for kids to safely get to school. A new program is set up to direct funds to cities and towns for streets that are comprehensively designed to be a vital part of livable, attractive communities where everyone has safe, comfortable and convenient access to community destinations and public places, whether by walking, driving, bicycling or taking public transportation.

**Keeping our waterways free of pollution and opening up fish habitat** (*Fish passage projects and stormwater projects*), 2015–17 funding: \$128.5 million; total 12-year new funding increase: \$821.0 million

Treat stormwater runoff so pollutants such as oil, fertilizers, pesticides, dirt, trash and animal waste

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are not carried into lakes, rivers and Puget Sound. Money is also provided to meet court-ordered fish passage barrier removal so streams and rivers can be reconnected and fish can more easily access the habitat they need.

**Promoting clean cars and clean fuel for clean air**

*(Electric vehicle high-speed charging, EV highway charging, EV infrastructure bank, EV tax exemption, EV toll-fare credit), 2015–17 funding: \$20.5 million; total 12-year new funding increase: \$223.5 million*

Continue promoting the purchase and use of electric vehicles and alternative fuels. High-speed charging infrastructure is provided and tax incentives are created to encourage Washington drivers to switch from carbon-emitting vehicles to clean fuel alternatives. Convert six Issaquah class ferries to liquid natural gas.

**Helping local governments to “Go Green!”**

*(Local green initiatives), 2015–17 funding: \$3.8 million; total 12-year new funding increase: \$45.0 million*

Establish a new grant program to support local governments that are developing innovative transportation solutions to address climate change.

**MAINTAIN, OPERATE AND PRESERVE – TAKING CARE OF WHAT WE HAVE**

**Preserve and maintain highways and bridges**

*(Preservation program, maintenance program), 2015–17 funding: \$988.6 million; total 12-year new funding increase: \$1.2 billion*

Improve infrastructure conditions across the state and provide funds for road paving, bridge repair and painting, and critical ongoing road maintenance that will keep highways safe. Pavement condition is degrading and hundreds of state-owned bridges are structurally deficient, obsolete or, in some cases, not designed with redundant structural safety features.

**Fully staff the Washington State Patrol and mitigate potential natural disaster**

*(WSP transportation and LiDAR imaging database), 2015–17 funding: \$452.8 million; total 12-year new funding increase: \$399.2 million*

Keep citizens safe by fully staffing the Washington State Patrol. Inventory risks to, and design mitigations for, critical transportation infrastructure by using aerial light detection and ranging imaging (LiDAR) data to identify dangerous landslide slopes, tsunami and flood problem areas.

**Keeps the country’s largest ferry system running safely and on time**

*(Ferry Operations Program and Ferry Capital Program), 2015–17 funding: \$889.8 million; total 12-year new funding increase: \$924.2 million*

Keep critical ferry terminals and vessel systems in good repair and working safely and efficiently with preservation and operating funds.

**Maintain city and county transportation systems and keep local economies growing**

*(CRAB, TIB, FMSIB, direct distributions), 2015–17 funding: \$405.9 million; total 12-year new funding increase: \$377.3 million*

Improve local government roadway infrastructure with special focus on urban corridor projects and projects that provide freight mobility improvements such as grade crossing separations between city roads and railroad tracks. Cities and small towns provide and maintain vital road connections to the state’s highway systems.

**Ensure fairness and stability in funding transportation in Washington**

*(Transportation Commission road usage charge pilot project), \$1.8 million; total 12-year new funding increase: \$1.8 million*

Create a pilot project to identify and evaluate operational aspects and public acceptance issues related to a potential road-usage charge system, also known as pay by the mile. All users of the state’s transportation infrastructure should be responsible for an equitable share of the system’s cost.